GLOSSARY

Section I. ABBREVIATIONS AND ACRONYMS

AC	alternating current
ACV	air-cushion vehicle
AFRTS	Armed Forces Radio and Television Service
AM	amplitude modulated
AO	area of operation
APU	auxiliary power unit
ARTEP	Army Training and Evaluation Program
ASMIS	Army Safety Management Information System
BD	floating cranes
CB	center beach
CF	causeway ferry
CHI	coastal harbor and inland waterway
COMMZ	communications zone
COMSEC	communications security
CONUS	continental United States
COSCOM	corps support command
DA	Department of the Army
D-day	deployment day
DOD	Department of Defense
DS	direct support
EAC	echelons above corps
ECCM	electronic countermeasures
EEI	essential elements of information
EW	electronic warfare
FC	floating causeway
FM	frequency modulated
FMS	floating machine shop
ft	feet
G2	assistant chief of staff for security and intelligence
GS	general support
HF	high frequency
in	inches
INMARSAT	International Maritime Satellite Systems
IR	infrared
ISO	International Organization for Standardization
IWW	inland waterway
IWWS	inland waterway system
IWWT	inland waterway terminal
J2	joint intelligence
J-boats	picketboats
JCS	Joint Chiefs of Staff
JFC	joint forces command
JP4	jet fuel 4
LACV	lighter air-cushion vehicle
LAMP-H	lighter, amphibian, heavy-lift
LARC	lighter amphibious resupply cargo
LASH	lighter aboard ship
LCM	landing craft, mechanized
LCU	landing craft, utility
LF	left flank
LIC	low-intensity conflict
LOC	lines of communication
LOGMARS	logistics application of automated marking and reading symbology
LOTS	logistics over-the-shore operations
LSB	lower sideband
LSD	landing ship, dock
LST	landing ship, tank
LSV	logistics support vessel
LT	large tug
LVT	landing vehicle, tracked
LVTA	landing vehicle, tracked, armored
MARS	Military Affiliated Radio Stations
MCS	modular causeway section
METT-T	mission, enemy, terrain, troops, and time available
MHE	materials handling equipment
MHZ	megahertz
MLW	mean low water
MOMAT	mobility matting
MOPP	mission-oriented protective posture
MOS	military occupational specialty
mph	miles per hour
MSC	Military Sealift Command
MSR	main supply route

MWO	modification work order
NA	not applicable
NBC	nuclear, biological, and chemical
NCO	noncommissioned officer
NM	nautical mile
OPCON	operational control
ORP	ocean reception point
OTSR	optimum track ship routing
PABX	public automatic branch exchange
PLL	prescribed load list
PMCS	preventive maintenanace checks and service
POL	petroleum, oils, and lubricants
psi	pounds per square inch
RF	right flank
RO/RO	roll on/roll off
RP	release point
RPV	remotely piloted vehicles
RRDF	roll on/roll off discharge facility
S2	intelligence officer (US Army)
SEABEE	sea barge
SES	ship earth station
SFC	sergeant first class
SIGNAV	signal and navigation
SINGARS	Single-Channel Ground and Airborne Radio Systems
SLEP	service life extension program
SOP	standing operating procedure
sq ft	square feet
ST	small tug
STON	short ton
TAACOM	theater army area command
TACS	the US Navy's auxiliary crane ship
TC	Transportation Corps
TCMD	transportation control and movement document
TDA	table of distribution and allowances
TEU	twenty-foot equivalent unit
TM	technical manual
TOE	table of organization and equipment
TRANSCOM	transportation command
UIC	unit identification code
US	United States
USB	upper sideband
USCG	United States Coast Guard
USMC	United States Marine Corps
VHF	very high frequency

Section II. DEFINITIONS

amphibious operations – an attack launched from the sea by naval and landing forces embarked in ships or craft involving a landing on a hostile shore. Its purpose is to establish a landing force on shore to facilitate further combat operations, to secure a site for an advanced naval or air base, or to deny the use of an area or facilities to the enemy. Tactical withdrawal of troops from land involving Navy ships may also be termed an amphibious operation. Army landing craft may participate in joint amphibious operations.

bare beach operations – operations on a beach which is essentially as nature made it. Considerable engineer support is needed to provide a facility suitable for cargo operations, but engineer support can be greatly reduced with the use of amphibians. These types of facilities are inefficient and only used when fixed or unimproved facilities are unavailable or inadequate. There are no preexisting facilities, but LOTS site location should be in proximity to highway and rail facilities. All other capabilities, MHE, hardstand, communications, and support facilities would have to be provided.

deployment – a voyage that will place the vessel more than 24 hours from a safe haven during the transit. This is not a cargo mission but a mission to relocate or deliver the vessel to a new operating location.

depth of breaking – the still water depth at the point where a wave breaks. On an evenly sloping beach, this depth is approximately 1.3 times the height of breaking. A sandbar may cause waves to break in water 1.7 times the breaker height.

estuarial harbor – a sheltered area of water at the mouth of a river or bay separated from the open sea by a sandbar or a series of sandbars.

fixed-port facility – a facility specifically designed to accommodate cargo discharge or backload operations. Such facilities are characterized by sophisticated equipment and procedures. They are frequently oriented toward a specific type of cargo such as container, RO/RO, hazardous, and general cargo, although there is a recent trend toward combination facilities. Fixed piers normally have extensive hardstands areas, transit sheds, shore cranes, and access to well established and well defined rail and road nets.

harbor – a partly enclosed body of water that provides safe and suitable anchorage for ships. Harbors are either natural, seminatural, or manmade.

jetty harbor – a harbor that depends largely or entirely on jetties or breakwaters for the protection they offer.

lagoon harbor – a shallow lake separated from the sea by a narrow island built up from soil, sand deposits, or coral growth. A lagoon is much more sheltered than a roadstead.

logistics over-the-shore (LOTS) operations – ship discharge operations that use Army watercraft units and teams to provide lighterage to transport cargo from oceangoing ships. Traditionally, LOTS has meant operations wherein a vessel anchored in open water, was discharged into lighterage, and the lighterage was subsequently discharged over a bare beach. The current definition of LOTS includes any vessel discharge operation where the vessel is directly discharged to other than land or land transportation. LOTS includes any vessel discharge over the shore.

refraction – the bending of a wave crest caused by one portion of the wave reaching shallow water while the remainder of the wave, still in deep water, speeds on. As a result, the wave crest swings around and parallels the coastline.

roadstead – one of the simplest forms of natural harbors. It is a sheltered anchorage parallel to or along the seacoast and flanked on its seaward side by a chain of islands or reefs.

river harbor – a harbor situated on a river at some distance from its mouth.

significant wave height – the average height of the highest one-third of all observed waves.

surf zone – the area extending from the outer breaker line to the limit of the wave uprush on the beach. Other factors being equal, a wide surf zone offers less hazard to landing craft than a narrow surf zone.

unimproved facility – a fixed facility not specifically designed for cargo operations. An example of this type facility would be a pier facility frequented by fishing vessels; it would have a hardstand or hard surface alongside a shallow body of water and perhaps some type of simple shore crane used to load and discharge fishing boats. A noted lack of sophisticated facilities and equipment characterizes the facility. Water depth and pier length would be inadequate for oceangoing vessels. Road nets would be sparse and rail probably nonexistent. Existing facilities might be adapted for use in cargo operations, but MHE, transit sheds, marshaling area, and communications would have to be provided to support operations.

wave height – the difference in elevation between the trough and crest of a wave.

wavelength – the distance between successive wave crests.

wave period – the time between the passage of two consecutive crests past a fixed point.

wave steepness – the ratio of wave height to wavelength.

wave velocity – the rate of travel of an individual crest.